

IN THE SPECIFICATION

Pages 1 and 2, the paragraph bridging page 1, line 20, through page 2, line 5, the marked-up paragraph is as follows:

The mode instructing means is constituted as a dial-type mode change switch having three shift positions "4WS", "2WS" and "Crab". These three shift positions are visually labeled as "4WS", "2WS" and "Crab". Also, as soon as the mode change switch is shifted, a mode changing valve serving as the mode changing means is also shifted to make the selected mode effective. A neutral lamp is provided which is turned on when the front and rear wheels are at neutral. When changing the steering mode, an operator shifts the mode ~~selection~~change switch after confirming that the neutral lamp is turned on.

Pages 2 and 3, the paragraph bridging page 2, line 15, through page 3, line 11, the marked-up paragraph is as follows:

In the steering system for the working vehicle which is equipped in an actual machine, even when the operator shifts the mode ~~selection~~change switch unintentionally in the state of the front and rear wheels being not at neutral, the mode change valve is shifted to the instructed mode position at

once. Therefore, the front and rear wheels often cannot have proper postures corresponding to the instructed steering mode. In the case of changing the steering mode from 4WS to 2WS, for example, when the mode change switch is shifted before the front and rear wheels return to neutral, the 2WS steering is made effective while the rear wheels remain fixed at non-neutral (i.e., remain in postures not orientated in the straightforward direction). Conversely, in the case of changing the steering mode from 2WS to 4WS, when the mode change switch is shifted before the rear wheels return to neutral, the 4WS steering is made effective while angles of the front and rear wheels remain not in match with each other. If the operator turns a steering wheel in such a condition, a vehicle body cannot travel in the direction intended by the operator. Accordingly, the operator is always required to shift the mode selection switch while carefully checking the neutral lamp and confirming whether the front and rear wheels have come into neutral. That requirement has resulted in poor operability.

Pages 10 and 11, the paragraph bridging page 10, line 24, through page 11, line 15, the marked-up paragraph is as follows:

The steering valve 23 is one kind of servo switching valve operated by a steering wheel 40. When the steering wheel 40 is turned to the right, the pump port 23a is connected to the actuator port 23c and the actuator port 23d is connected to the reservoir port 23b. Then, when the hydraulic fluid is supplied from the pump port 23a to the actuator port 23c at a flow rate corresponding to the angle by which the steering wheel 40 has been turned, the above port connections are cut off and the steering valve 23 is returned to the shown state in which the pump port 23a is connected to the reservoir port 23b. Likewise, when the steering wheel 40 is turned to the left, the pump port 23a is connected to the actuator port 23d and the actuator port 23c is connected to the reservoir port 23b. Then, when the hydraulic fluid is supplied from the pump port 23a to the actuator port ~~23c~~23d at a flow rate corresponding to the angle by which the steering wheel 40 has been turned, the above port connections are cut off and the steering valve 23 is returned to the shown state

in which the pump port 23a is connected to the reservoir port 23b.

Pages 17 and 18, the paragraph bridging page 17, line 13, through page 18, line 15, the marked-up paragraph is as follows:

When the steering wheel 40 is turned to the left in the state of the mode changing valve 24 being in the third position C, the hydraulic fluid supplied to the actuator port 23d at a flow rate corresponding to the turn angle of the steering wheel 40 is, as described above, introduced to the cylinder chamber 15a of the steering cylinder 15 through the actuator line 28, the ports 24a, 24c of the mode changing valve 24, the actuator line 30, and the port 15c, whereby the directions of the rear wheels 2, 2 are changed to the left with respect to the vehicle running direction. Also, the hydraulic fluid drained from the cylinder chamber 15b of the steering cylinder 15 is supplied to the cylinder chamber 14b of the steering cylinder 14 through the actuator line 31, the ports 24d, 24b of the mode changing valve 24, the actuator line 29, and the port 14d, whereby the directions of the front

wheels 1, 1 are changed to the left with respect to the vehicle running direction in match with the steering direction of the rear wheels 2, 2. At this time, the hydraulic fluid drained from the cylinder chamber 14a is returned to the reservoir 22 through the port 14c, the actuator line 27, the actuator port 23c and the reservoir port 23b of the steering valve 23, and the reservoir line 26. Further, the flow rate of the hydraulic fluid supplied to the cylinder chamber 15a of the steering cylinder 15 is equal to the flow rate of the hydraulic fluid drained from the cylinder chamber 15b so that the angles (steering angles) by which the directions of the front wheels 1, 1 and the rear wheels 2, 2 are changed are each given as an angle corresponding to the flow rate of the hydraulic fluid supplied from the steering valve 23 (i.e., the turn angle of the steering wheel 40).

Pages 25 and 26, the paragraph bridging page 25, line 20, through page 26, line 8, the marked-up paragraph is as follows:

On the other hand, if the 2WS push button 35a, for example, is depressed in the state where the front wheels 1, 1

and the rear wheels 2, 2 come into neutral and the mode lamps 38a, 38c are turned on green, the mode changing valve 24 is shifted to the first position A and the steering mode is changed from 4WS to 2WS (S102 → S120 → S122 in Fig. 2). Also, the 2WS mode lamp 38a of the mode indicator 38 is turned on yellow and the 4WS mode lamp 38b which has been turned on yellow so far is turned on green (S124 in Fig. 2). By turning the steering wheel 40 while the steering mode is kept in the 2WS mode, the angles of the front wheels 1, 1 are changed and the steering operation is performed with the front wheels 1, 1, as described above. When the front wheels 1, 1 come out of neutral as a result of steering the front wheels 1, 1, the mode lamps ~~38a~~38b, 38c of the mode indicator 38, which have been turn on green, are turned off (S110 in Fig. 2).

Page 26, the second full paragraph, lines 12 through 22, the marked-up paragraph is as follows:

Referring to Figs. 4 and 5, numeral 100 denotes a lift truck. The lift truck 100 comprises a support deck structure 102 constituting a wheel mounting structure to which the front wheels 1, 1 and the rear wheels 2, 2 are mounted, and an

extendable lift arm 106 rotatably supported to ~~a rear end of~~ an upright plate 104 which is supported by a rear end of the support deck structure 102. A cab 108 is disposed on an upper surface of the support deck structure 102 at a position offset to one lateral side, i.e., on one side with respect to an axis L-L in the vehicular longitudinal direction of the lift truck 100.

Page 31, the first full paragraph, lines 1 through 17, the marked-up paragraph is as follows:

Further, in the above-described embodiment, the mode change switch 35 and the mode indicator ~~36~~38 are constructed integrally with each other, and the push buttons 35a, 35b and 35c of the mode change switch 35 are disposed close to the mode lamps 38a, 38b and 38c of the mode indicator 38 in one-to-one corresponding relation, respectively. However, the mode change switch 35 and the mode indicator 36 may be constructed separately from each other, and the above advantages (1), (2), (3) and (5) can also be obtained with such an arrangement. Moreover, while the push buttons 35a, 35b and 35c of the mode change switch 35 are constituted as

momentarily operated switches which output signals only when depressed by the operator, the push buttons 35a, 35b and 35c of the mode change switch 35 may be of the holding type that, after one button is depressed, a resulting ON state is held until another button is depressed. This case can also provide the above advantages (1), (2), (3) and (4).